Dewan's reply.—Such of the works as are included in the programme of works for the Quilon Division will be taken up in the order of urgency.

73. The delay in taking up the Tiruvalla market canal improvement works and the necessity for improving the land and water communications generally in the taluk.

Mr. K. N. Eippa, B. A. (Member, Nominated) said that a sum of Rs. 19,660 had been sanctioned by the Government for the improvement of the Tiruvalla Market canal. The grievance of the people was only regarding the extraordinary delay on the part of the Public Works Department in carrying out the sanctioned work. He said that the route chosen by the department without consulting the people crossed the Main Central road at Lapalam and Pannikuli, at both of which places bridges had to be constructed at an enormous cost, dismantling the existing ones, for the easy passage of boats in flood season. The people were of opinion that the route would be very costly and they therefore proposed another route which would be shorter and less costly, with a slight deviation for shortening the distance and avoiding a silted portion of the canal. The route proposed by the department would meet the one suggested by the people at Poovam near Changanachery after a circuitous route of three miles. As regards cost, he said that the people's route necessitated assumption of land for making a small deviation of two furlongs and for widening the existing canal at some places. But the route proposed by the department also required widening at certain places. As a set off against the extra cost of deviation, there were the price which could be realised by selling the abandoned canal-bed and also the saving under cost of dismantling and rebuilding the stone bridge and culvert at Lapalam and Pannikuli, respectively. He said that the people were prepared even to give up the deviation canal and to adopt the existing whole canal rather than accept the more circuitous, less useful and more costly route proposed by the department.

The Member next prayed that the cart roads recently sanctioned by Government, such as the Tiruvalla–Kozhenchery road, Eraviperur—Mallapalli road, etc., might be opened at an early date. The people of the taluk would themselves get the several village roads and canals in the different pakuthies of the taluk improved and put in order at their cost and labour under the supervision of the Revenue authorities.

Dewan's reply.—The Government note with satisfaction that the people of the taluk take great interest in improving their roads. This would be an example to the people of other taluks. As regards the alternative route for the canal, the Chief Engineer will be asked to inspect the locality again, consider the relative merits of the two routes and report on the whole question. In the meantime, the Member would do well to see the Chief Engineer and explain to him the advantages of the route proposed by the people.

74. Improvement of the village roads in the town of Tiruvalla.

Mr. V. Subrahmanyan Moothathu (Member, T. I. C., Tiruvalla) said that a grant of Rs. 2,000 was sanctioned for the current year for the improvement of the village roads in the town of Tiruvalla. In the present state of finances, it might not be possible for Government to sanction larger allotments every year for the improvement of the village roads in the town. He suggested that, if the Government would hand over to the local Town Improvement Committee the control over the village roads in the town, with the amount now spent on their improvement, the Committee, with the co-operation of the people, would be able to effect substantial improvements.

Dewan's reply.—The suggestion of the Member will be considered.

75. The Kodimatha landing stage at Kottayam.

Mr. W. A. J. Milner (Member, Central Travancore Planters' Association) said that the Government sanctioned the construction of the landing stage at Kodimatha in 1914. Very little had been subsequently done in the practical carrying out of the work. The delay was especially serious as no work could be done after the end of May when the monsoon would set in. The land required was not acquired till November 1915, although the necessary expenditure was sanctioned in December 1914. The actual work involved could be completed in three or four months. If the work was not taken in hand immediately, it could not be finished before the

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